

2010 Surface Transportation Requests

Tuesday, 19 May 2009

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU") (P.L. 109-59; 119 Stat 1144) authorizes federal highway and transit programs and expires on September 30, 2009.

The House Committee on Transportation and Infrastructure is crafting new surface transportation authorization legislation to replace SAFETEA-LU. Under current law, the U.S. Department of Transportation, States, Metropolitan Planning Organizations and public transit agencies are responsible for the vast majority of surface transportation investment decisions. Although the current Federal-state-local partnership has served highway and transit systems well, not all communities are treated equally in the decision-making process.

To complement the work done by these agencies, and to ensure the needs of the communities that Members of Congress represent are full partners in these important programs, a small percentage of the overall investment of the authorization bill will be available for Member-requested High Priority Projects ("HPPs").

Below is a list of the HPP requests I have made on behalf of California's Thirteenth District. These requests are alphabetized and are not in order of priority. Please keep in mind that the HPP process is a competitive one and that none of them are guaranteed funding.

This webpage will be updated if and when the President signs the new transportation legislation into law.

Bay Farm Off-Street Bicycle Trail (\$2,160,000) – Requested by the City of Alameda. The Bay Farm Bay Trail, which is located around the outer edges of Bay Farm Island, needs to be rehabilitated along Shoreline Park, while the existing wooden bike/pedestrian bridge west of Bay Farm Island Bridge needs to be retrofitted. This project is a part of the San Francisco Bay Trail, a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 500-mile network of bicycling and hiking trails.

Broadway/Jackson Interchange Improvements (\$40,800,000) – Requested by the City of Alameda. The Broadway/Jackson Interchange improvement project is a priority project identified in the Alameda County Measure B Reauthorization Program approved by voters in 2000. The project, which has three phases, will improve connections to I-880 and I-980 from Broadway, Jackson Street, and Martin Luther King Drive, which are local streets in the City of Oakland as well as improve access to/from the Posey/Webster Tubes that provides access for the island of Alameda. Funding is being requested for Phases I and II.

C Street Improvements (\$1,600,000) – Requested by the City of Hayward. This project narrows C Street between the Hayward BART station and the new Burbank Elementary School in order to provide a landscaped median, bicycle lanes and improved street lighting. Since C Street connects the school and residential areas with the Hayward BART station, this project would assist in encouraging access to the station through increased bicycling and walking.

Central Avenue Railroad Overpass (\$1,500,000) – Requested by the City of Newark. This project will provide Newark with the grade separation structure in the east-west direction over the Union Pacific Railroad tracks that it currently lacks.

East 14th Street/Hesperian Boulevard/150th Avenue Improvement Project (\$2,000,000) – Requested by the City of San Leandro. This project will construct traffic capacity improvements including improvements to roadway geometrics and signal improvements located at the three closely spaced signalized intersections of 1) East 14th St (SR185) at 150th Ave; 2) East 14th Street (SR185) at Hesperian Blvd; and 3) Hesperian Blvd at 150th Avenue

East Bay Greenway Project (\$5,200,000) – Requested by the Alameda County Transportation Improvement Authority (ACTIA). This request will allow the East Bay Greenway project to finalize environmental review, prepare final design, and acquire right-of-way. This project will lead towards the completion of a visionary new countywide urban greenway, extending from the northern to southern county borders, running through the heart of western Alameda County, along the Union Pacific Railroad and BART rights-of-way. Ultimately, it will link twelve communities, including very low income neighborhoods, and connect to eleven or more BART stations, multiple trunk bus lines, other rail stops, schools, and more. The end result will be a wide urban greenway with neighborhood amenities, such as parks and open space. This project will significantly increase safe, non-motorized, non-polluting travel while simultaneously expanding accessibility to multiple transportation hubs.

East-West Connector Project (\$80,000,000) – Requested by the Alameda County Transportation Improvement Authority (ACTIA). The Connector will provide an improved, direct link on existing local roadways (Decoto Road and Paseo Padre Parkway) and a new local roadway (from Paseo Padre Parkway to State Route 238 - Mission Boulevard) between Interstate 880 to the west and State Route 238 (Mission Boulevard) to the east.

Facility Greening Program (\$5,000,000) – Requested by AC Transit. Funding will go toward facility upgrades that will make use of alternative energy sources, reducing unnecessary energy use and harmful emissions/effluents to protect the environment. The funding will also help pay for retrofitting the East Oakland Central Maintenance Facility, with solar panels, upgrade facility lighting, air conditioning, heating systems, the implementation of effluent and storage systems, and the pursuit of alternative fuel projects.

Fruitvale Avenue Lifeline Bridge (\$40,000,000) – Requested by Alameda County and the City of Alameda. The Fruitvale Avenue Lifeline Bridge would provide the island city of Alameda with a multi-modal transportation facility that will be useable immediately following a significant earthquake event. The bridge, which connects Alameda to Oakland at Fruitvale Avenue, will provide vehicular, Bus Rapid Transit (BRT) or rail, bicycle, and pedestrian access between Alameda and Oakland. It will also provide the City of Alameda with its only lifeline access, which will be essential to emergency response teams as well as the delivery of medical supplies and essential food during a major disaster.

Grand MacArthur Bus Rapid Transit (\$32,500,000) – Requested by AC Transit. The project represents a low cost method to improve services in a corridor that already has an established ridership base, thereby ensuring a cost effective method to achieve success. BRT service on Grand–MacArthur would include both arterial running operation as well as high occupancy vehicle (HOV) lane use to access the San Francisco-Oakland Bay Bridge into the San Francisco Transbay Terminal. The NL-MacArthur Transbay route is designed to serve as both congestion relief for Transbay travel, as well as provide mobility for local trips within the greater Oakland area. Currently the corridor has 10,000 daily riders on local and rapid services combined. With modifications and enhancements to the corridor, the projected daily ridership is expected to increase by 1,500 new riders.

I-880/Davis Street Interchange Reconstruction Project (\$3,900,000) – Requested by the Alameda County Congestion Management Agency (ACCMA). The Davis Street (State Route (SR) 112) Reconstruction Project will provide for traffic operation improvement and help to alleviate existing traffic congestion at the Timothy Drive/ Warden Avenue and Davis Street intersection and the I-880 interchange. The Davis Street overcrossing is a main connector for the residential and commercial areas located to the east and west of I-880. I-880 is the only major freeway in the area that allows commercial truck use, therefore these trucks are restricted to traveling through this corridor.

I-880/Industrial Parkway Interchange Improvement Project (\$10,000,000) – Requested by the Alameda County Congestion Management Agency (ACCMA). The project would provide interchange improvements to the I/880 Parkway

West interchange. The project would add a northbound off-ramp and an eastbound Industrial Parkway to northbound I-880 loop on-ramp. The project would also widen the southbound I-880 off-ramp to Industrial Parkway and add traffic signal modifications. In addition, the project would replace the existing bridge structure over I-880 and provide accommodations for pedestrians and bicyclists. Right-of-way acquisition would be required for the northbound on and off-ramps. The funding reauthorization would provide funding for project development.

I-880/Marina Street Interchange Reconstruction Project (\$7,600,000) – Requested by the Alameda County Congestion Management Agency (ACCMA).

The I-880 / Marina Blvd interchange reconstruction is part of the overall I-880 southbound HOV lane project. The overcrossing is to be widened as part of that project, currently in design. The requested funding will be used to design and construct operational improvements not included in the I-880 HOV project, including ramp improvements.

Irvington BART Station (\$10,000,000) – Requested by the City of Fremont. The 5.4 mile extension of BART to the Warm Springs district of Fremont will soon be under construction after over 30 years of planning and securing funding. Although the City of Fremont has provided substantial financial and logistical support to the Warm Springs Project, in order to reduce the cost of the extension, the Irvington BART Station was removed from the initial project and classified as an “Optional” Station with the City of Fremont assuming responsibility for identifying 100% of the funding for the \$99 million station. This station, in the heart of the Irvington district, will serve the commuters, residents, and businesses in the Irvington area who would be able to walk, bike or take a bus to this convenient station. It will also provide additional parking to relieve the Fremont and Warm Spring Stations. Finally, it will serve as the primary catalyst for redevelopment efforts in Irvington. The preliminary engineering is scheduled to start this year. To avoid delays to the Warm Springs Project, the Irvington Station will be constructed after the Warm Springs Extension is in operation. However, investing in strategic station construction activities now, as part of the Warm Springs construction, will eliminate \$24.8 million of future costs, thus saving the project over \$11.8 million. In addition, it will avoid future real estate escalation by securing property now. Specifically, the project will construct station access pipes, transverse grade beams and pile foundations, plus acquire the property needed to install these improvements.

Pedestrian and Bicycle Bridges (\$3,600,000) – Requested by the City of Hayward. The City is requesting support for two pedestrian/bicycle crossings over the Union Pacific Railroad Tracks – on in the Cannery Redevelopment Area and the other over Tennyson Road connecting an existing bike path to the South Hayward BART Station, which will ultimately include a transit village.

Railcar Replacement (\$300,000,000) – Requested by Bay Area Rapid Transit (BART). BART faces the challenge of replacing all of its nearly 700 car fleet by 2025. When Santa Clara service is fully in place the BART fleet is estimated to be nearly 900 cars, all of which will be new purchases since all original cars will have been taken out of service by 2025. The need to replace our aging rail cars (estimated at \$3.4 billion) will obviously be a long-term effort for BART – one that cannot be fully met with any one funding source. (MTC has identified a \$15 billion 25 year BART capital need with projected revenues from all potential sources totaling only \$7.5 billion. This leaves a projected 25 year capital shortfall of \$7.5 billion.) The current available funding for BART is simply not adequate to plan and replace rail cars in an important national region that is growing increasingly dependent on public transit.

Real-Time Transit/Intelligent Transportation Upgrades (\$5,000,000) – Requested by AC Transit. The project furnishes transit users with real-time travel-related information at transit stops, multi-modal transfer points, and other public transportation areas. It provides transit users with the latest available information on transit routes, schedules, transfer options, bicycle accessibility, fares, real-time schedule adherence, current incidents, weather conditions, and special events. In addition to tailored information for individual transit users, this equipment package supports general announcement and/or display of imminent arrival information and other information of general interest to transit users. The system interacts with the region’s 511@ system, a fully integrated web and telephone based traveler information service that consolidates Bay Area transportation information into a one-stop resource. 511@ provides up-to-the-minute information on traffic conditions, incidents and driving times, schedule, route and fare information for the Bay Area’s public transportation services, instant carpool and vanpool referrals, bicycling information and more. It is available 24 hours a day, 7 days a week. The Real Time Transit System will also network with Google and other free web-based transit information services.

Tennyson Grade Separation (\$3,000,000) – Requested by the City of Hayward. This project will provide a grade separation of the Union Pacific Railroad tracks on Tennyson Road. Vehicles, bicyclists and pedestrians are currently subject to safety considerations as well as congestion at the current UPRR crossing. Since these tracks carry freight as well as passengers on the Capitol Corridor (which runs between Sacramento and San Jose), running times through the city are slower since trains must be cognizant of the crossing and the potential for conflicts with vehicles and pedestrians.

Union City Bay Trail (\$1,500,000) – Requested by the East Bay Regional Park District. The requested funds would be used to construct 2.5 miles of the San Francisco Bay Trail adjacent to the City of Union City. The trail would be constructed on unpaved maintenance roads and would consist of the following features: all weather (pervious) trail surfacing and drainage improvements on existing flood control levees and unpaved maintenance roads; protective fencing along the trail and around the flood control facilities; culvert improvements and access gate and improvements. When completed the project will extend the San Francisco Bay Trail from Eden Shores in Hayward to Union City Boulevard and connect Union City to the shoreline and Bay Trail for the first time. The bicycle community initiated the project because bicycles lanes were not included in the retrofit of the San Mateo Bridge. The feasibility study for the project included stakeholders for the public and a wide variety of state and local agencies. The project is on both the Alameda Countywide Strategic Pedestrian Plan and Alameda County Wide Bicycle Plan.

Union City Intermodal/Dumbarton Rail Corridor Project (\$24,000,000) – Requested by the Alameda County Congestion Management Agency (ACCMA). The Union City Bay Area Rapid Transit (BART) station project will provide a link between transit oriented development and regional transit systems. Regional transit systems include BART, the Capital Corridor rail service, the ACE rail service, Dumbarton Rail Corridor rail service and AC Transit and Union City bus services. The project has NEPA environmental clearance and the station modifications are under construction. The funding appropriation request will fund project related right of way engineering and acquisition, including portions of the Oakland subdivision of the Union Pacific Rail Road and the Dumbarton Rail Corridor Project.

Widening of Warm Springs Boulevard (\$3,600,000) – Requested by the City of Fremont. The 5.4 mile extension of Bay Area Rapid Transit (BART) to the Warm Springs district of Fremont will soon be under construction after over 30 years of planning and securing of funding. The main access to the proposed Warm Springs Station is Warm Springs Boulevard. The project would widen Warm Springs Boulevard between Mission Boulevard (State Route 262) and the Warm Springs Station to provide capacity for regional peak hour commute traffic to the BART station. The project will widen the existing roadway from one lane in each direction to two, provide sidewalks for pedestrians and bicycle lanes in each direction.